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WASHINGTON, Feb. 24—Documents in the National Archives added today details to the account of David W. Ferrie's movements during the week of President Kennedy's assassination.

Mr. Ferrie, who was found dead in his bed Wednesday in New Orleans, was a suspect in an investigation by the New Orleans District Attorney Jim Garrison, of an alleged assassination plot. Mr. Garrison says the plot was hatched in New Orleans and carried out in Dallas.

Secret Service records show that Mr. Ferrie told agents shortly after the assassination that he was "positive" he was in New Orleans on the day of the murder, Friday, Nov. 22, 1963, and on the preceding day.

Secret Service men quoted him as having said he was certain of his whereabouts "because he had been in court in connection with a trial involving Carlos Marcello." The New Orleans city directory lists Mr. Marcello as the owner of the Town and Country Motel.

Mr. Ferrie also said that he left New Orleans about 9 P.M. the day of the assassination with two male companions and spent the weekend in Houston and Galveston, Tex. Federal Bureau of Investigation documents based on hotel records confirm that the three were in those cities that weekend.

The week after the assassination, Lee Fletcher, a porter at the Alamo Hotel in Houston, showed F.B.I. agents a registration card with the information that D. W. Ferrie, Alvin Beaubouef and Melvin Coffey checked into Room 19, Alamo Hotel, at 4:30 A.M. Nov. 23, 1963.

The record also shows that the men stayed until the following day, Sunday, Nov. 24—but this conflicts with a card shown to the F.B.I. in Galveston.

Mrs. Mary Dover, a clerk at the Driftwood Motel in Galveston, presented a registration card with the information that the same three men checked into the Driftwood at 11 P.M. Saturday, Nov. 23. Another clerk, Shirley Day, testified they left about 10 A.M. the next day, Sunday.

Long Distance Calls

The record cards for both motels stated that Mr. Ferrie and his companions were driving a car with Louisiana license No. 784-895. Mr. Ferrie had told agents that it was a light blue 1961 Comet station wagon (made by Mercury) that he had bought in New Orleans several weeks before. At the Houston motel, it was listed as a "Comet automobile," at Galveston, as a "Ford station wagon."

The mileage and driving time between New Orleans and Houston are put by the American Automobile Association at 364 miles and eight to nine hours. Houston and Galveston are 60 miles apart, about one hour's drive. Dallas—where President Kennedy was killed—is 243 miles and 5 hours and 15 minutes away from Houston.

While at the Houston motel, Mr. Ferrie made several long distance calls. Hotel records listed one local call and four to New Orleans.

Two of these were to radio stations WSHO and WDSH. The others were found today to have been to the Town and Country Motel owned by Mr. Marcello and the Fountainbleu Motel, at which Mr. Beaubouef's widowed mother, Evelyn, worked as a switchboard operator. The latter call was collect.

Mr. Ferrie told the Secret Service in a statement that he and his companions returned to New Orleans about 9:30 P.M. Sunday, Nov. 24, 1963. He then telephoned attorney G. Gray Gill (by whom he is employed as an investigator) several times.

At Mr. Gill's suggestion, not explained, Mr. Ferrie said he left New Orleans alone about midnight that night and drove to Hammond, La., where he stayed with a friend at Southern Louisiana College.

The friend, Thomas Compton, did research in narcotics addiction, Mr. Ferrie said. Mr. Ferrie said he started back to New Orleans in the early afternoon of Nov. 25, arriving about 3 P.M. He again talked to Mr. Gill, who accompanied him to the Orleans Parish District Attorney's office, where he was wanted for questioning in connection with the Oswald case.

The 18 pages of declassified reports on Mr. Ferrie in the National Archives are part of

the Warren Commission records relating to the Kennedy assassination. About 40 more pages are still classified by the F.B.I.

The examined pages were declassified in September, 1965. But until this month, they were scattered throughout many thousands of pages of information. Marion Johnson, the archivist in charge of the Warren Commission records, compiled the available records about Mr. Ferrie in response to requests from New Orleans reporters.